



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue
Seattle, Washington 98101

April 28, 2008

Reply To
Attn Of: ETPA-088

Ref: 00-053-FHW

Mr. Peter J. Hartman
Federal Highway Administration
3050 Lakeharbor Lane, #126
Boise, Idaho 83703

Re: SH-75 Timmerman to Ketchum Final EIS

Dear Mr. Hartman:

The U.S. Environmental Protection Agency (EPA) has reviewed the Final Environmental Impact Statement (FEIS) for the SH-75 Timmerman to Ketchum project. We are submitting comments in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act.

The responses provided to our comments on the Draft EIS are appreciated. We particularly commend Blaine County, ITD, and FHWA for their efforts to provide habitat connectivity and roadway permeability for wildlife. We understand the challenges this presents, and are encouraged by the commitments in the FEIS, which include:

- commissioning SH-75 wildlife sighting/roadkill research by Western Transportation Institute (WTI);
- designing 21 replacement culverts to facilitate small animal crossings of SH-75;
- installing permanent wildlife crossing signs, flashing lights, and flagging at roadkill hotspots;
- modifying roadside vegetation to deter deer, elk, and other wildlife;
- replacing corrugate metal pipe culverts at Willow Creek and the Unnamed Tributary with arched culverts that are more attractive to small animals crossing SH-75; and
- replacing the Trail Creek culvert with a single-span bridge to facilitate wildlife crossings.

We fully support and encourage these and continued efforts, particularly implementation of any additional measures that may be recommended in the Wildlife Sightings Report that will be released this fall.

Air toxics. Because the project area is becoming increasingly developed and includes sensitive receptor sites, such as schools and St. Luke's Hospital, we continue to recommend that construction mitigation measures be augmented to minimize construction-related air toxics and diesel particulate matter. While there may be no regulatory basis for many of the construction mitigation measures we have suggested, their use should still be considered (*NEPA's Forty Most Asked Questions*, #19, Council on Environmental Quality). We understand that biodiesel fuel is not currently available in the Wood River Valley, and appreciate the willingness to consider using it when or if it becomes available. Other suggested mitigation measures could be feasible and easy to implement.

Thank you for the opportunity to comment on the Final EIS. If you would like to discuss any issues associated with this proposed project, please feel free to contact Elaine Somers of my staff at (206)553-2966 or by electronic mail at somers.elaine@epa.gov.

Sincerely,

/s/

Christine Reichgott, Manager
NEPA Review Unit